SMSgt (Ret.) Rob Rosenberger

Twitter @rsnbrgr

This PDF / ~~ZIP / folder~~ / _____ contains first-generation scans and/or photographs of original UNCLASSIFIED historical papers in the public domain stored in the Air Force Historical Research Agency at Maxwell AFB, Alabama. SMSgt (Ret.) Rob Rosenberger accessioned the enclosed papers into his personal collection and he donates this effort to the PUBLIC DOMAIN.

EO 12958: 27 APR 77 My accession: 16 OCT 23 Initials: RJ

Title: HISTORY OF 606TH AIRCRAFT CONTROL AND WARNING SQUADRON

Date(s): 25 JUN – 31 OCT 1950

Call: K-SQ-AW-606-HI Volume: —

IRIS: 413689

[X] ALL [ ] Selected Papers [ ] Except

[ ] copyrighted news stories; congressional bios; tabbed & oversized pages

[redacted]

DECLASSIFIED

AF [illegible], 13 Dec 1973

27 APR 1977

P.R.C.

HISTORY

OF

606TH AIRCRAFT CONTROL AND WARNING SQUADRON

FOR

25 June to 31 October 1950

NARRATIVE

Thomas F. Ellis

THOMAS F ELLIS

1st Lt., USAF

Historian

Joseph Barr

JOSEPH BARR

Capt, USAF

Commanding

DECLASSIFIED

AF [illegible] 13 Dec 1973

27 APR 1977

APO 970

413689

[redacted]

SECRET

TABLE OF CONTENTS

	Chapter
Organization and Administration	I
Personnel	II
Supply and Maintenance	III
Operations and Training	IV
Radar and Communications	V
Facilities	VI

SECRET

SECRET

CHAPTER I

ORGANIZATION AND AMINISTRATION

The 606th Aircraft Control and Warning Squadron, 502D Tactical Control Group, is organized under Table of Organization and Equipment Number 1-600, as amended by General Order Number 14, Headquarters 502D Tactical Control Group, dated 26 August 1947.

The organization was assigned permanent station at Shaw Air Force Base, South Carolina, in December 1946, under the Ninth Air Force. The 606th Aircraft Control and Warning Squadron was re-assigned to the Fourteenth Air Force on 1 February 1949. The squadron was placed under the operational control of Tactical Air Force, Operational (Provisional), 16 August 1949, together with other squadrons of the 502D Tactical Control Group, by General Orders Number 90, 11 August 1949.

The organization was attached to Shaw Air Force Base, South Carolina for administrative functions as pertains to Classification, Courts Martial Jurisdiction, AR 615-368 and AR 615-369 Boards, as per General Order Number 44, Headquarters Fourteenth Air Force, Robins Air Force Base, Georgia, dated 21 February 1950.

The 606th AC&W Squadron was transfered PCS from Shaw AFB SC (ConAC) Fourteenth Air Force to APO 970 (FEAF) Fifth Air Force 10 October 1950.

Command of this organization was assumed by Horace B. McWhirter, 4898A, Major, (PSSN 1014), United States Air Force, in the month of April 1948 and has remained under his command throughout the month of October 1950.

SECRET

The mission of the 606th Aircraft Control and Warning Squadron within the 502D Tactical Control Group, broadly stated, being "To provide the Air Commander the Surveillance and Reporting Facilities Required for the Application of Air Power", remained unchanged. Specifically, the mission is as outlined by Fourteenth Air Force Regulation 24-17, dated 2 November 1949, is as follows:

a. To engage in tactical operations and/or defense operations as may be directed by Headquarters Fourteenth Air Force, or appropriate authority.

b. To train officers and enlisted personnel by an on-the-job training program that will broaden military experience and permit training in administrative and technical duties that will better qualify personnel for their responsibilities.

c. To provide control, direction of Aircraft, and a means of providing early warning of hostile air activity in the tactical Air Force Area.

d. To furnish personnel and equipment as directed by this headquarters for the accomplishment of United States Air Force Board projects in developing doctrines for tactical air operations, testing equipment, and developing new techniques for use of equipment.

e. To train heavy and light radar reporting units and tactical direction center personnel in accordance with proficiency standards prescribed by this or higher headquarters.

f. To furnish demonstration teams for purpose of further-

ing air ground tactics and training as directed by this headquarters or other appropriate authority.

g. To establish and operate a tactical air direction center for purpose of demonstration and instruction when so directed by this headquarters or appropriate authority.

h. To perform such other missions as may be directed by this or higher headquarters.

SECRET

CHAPTER II

PERSONNEL

On 27 August 1950 606th AC&W Squadron departed Shaw AFB SC with 23 Officers and 200 Airmen assigned. 19 Officers and 192 Airmen departed by troop train for Camp Stoneman, California for further shipment overseas. Two officers and 8 Airmen departed by air on advance party. Two officers had previously been sent overseas TDY in July 1950 and remained on TDY. On 8 Sep 1950 19 Officers and 192 Airmen departed for Pusan Korea which was our final destination and arrived there on 24 Sep 1950. The unit moved into a school building which was inadequate for the unit of our size. The squadron then moved to Taegu, Korea. The two officers that were on TDY rejoined the unit there. Two officers and 50 airmen were left in Pusan as a detachment to operate a radar site. On 17 Oct 1950 forty airmen were assigned to this unit from the 6132nd TCG which brought the unit up to strength. At the same time the unit lost three officers reducing the officer strength to 20 Officers.

OFFICERS		WARRANT OFFICERS		AIRMEN		TOTAL	
Auth	On Hand	Auth	On Hand	Auth	On Hand	Auth	On Hand
21	19	0	1	252	240	273	260

ROSTER OF KEY PERSONNEL

Commanding Officer — Major Horace B. McWhirter

ADMINISTRATION SECTION

Adjutant — Capt Cecil R Watts

First Sergeant — M Sgt K L McMillon

Chief Clerk — S Sgt J E Shields

SECRET

ADMINISTRATION SECTION CONT'D

Pay Roll - Records	S Sgt G H Nelms
Morning Report	S Sgt G C Hepworth

OPERATION SECTION

Chief Controller	Capt John C Mack
Chief Radar Officer	Capt R A Farrell
Radar Contl Int Tech	M Sgt W Napier
Chief Crew	S Sgt W V Porter
Chief Crew	S Sgt C A Murdock
Chief Crew	T Sgt H E Henderson
Radar Mechanic	T Sgt W M Matthews

TRAINING SECTION

Training Officer	Capt Joseph Barr

COMMUNICATIONS SECTION

COMMUNICATIONS OFFICER	Capt F H Hoppe
Communications Technician	T Sgt W R Jenkins
VHF NCOIC	S Sgt D R Anderson
Maintenance NCOIC	S Sgt J F Kolbash

SUPPLY AND MAINTENANCE SECTION

Supply and Mess Officer	Capt W.F. Daniels
Motor Transportation Officer	1st Lt W F Yeager
Supply Sergeant	T Sgt K L Bowers
Mess Steward	M Sgt J R Leatherman
Communications Supply	T Sgt T C Godfrey

CHAPTER III

SUPPLY AND MAINTENANCE

On receipt of alert orders for overseas movement during the month of July immediate steps were taken to take inventories and submit shortages reports to AF-303-SO. Showdowns of airmen's equipment were taken and issues made. Airmen were fully equipped with TA-21 Section V Equipment prior to departure from home station for the Port of Embarkation. Packing and crating of equipment was first prepared for air movement which caused a lot of repacking of equipment. All unserviceable trucks, power equipment etc were turned in and replacements for them were turned in on requisition. Replacements for trucks were received, but replacements for PE-215C and PE-185 were not received and have not been received to date. Aughority was received from AMC to substitute 2½ ton 6x6 cargo trucks in lieu of 1½ ton 6x6 personnel carriers on an equal tonnage basis. This was done from AGAO-1-400 vehicles on hand at time of alert orders. The blance of AGAO-1-400 vehicles and equipment were turned in prior to departure. All PCS property drawn from AF-303-SO was turned in and organization was ckeared prior to departure. All buildings were turned back to Air Installations. Equipment was shipped by rail from Shaw AFB SC to New Orleans POFE. Personnel and personnel equipment and TAT items were moved by rail to Camp Stoneman. At Camp Stoneman final showdowns were made and shortage of personnel equipment was obtained. A supply representative was sent to the San Fran-

SECRET

cisco POFE prior to the arrival of the unit to take care of supply matters and remained at port till after troop movement departed on the General Howze. He rejoined the unit at Yokahoma. Upon arrival at Pusan, Korea troops and equipment were unloaded from the Howze and the unit waited for the arrival of the equipment on the two victory ships. These ships arrived a week later. The equipment was sorted at dock side, hauled to the assembly area and sorted into teams. Upon arrival of equipment the AN/MPS-5 and CPS-4 were committed. They were moved out to the pre-picked site. Packaging proved to be well done as this equipment went on the Air with a minimum of difficulty. Considerable difficulty was encountered due to inadequate storage areas in Pusan. The unit was then moved to Taegu, Korea. Upon arrival there it was found that equipment shipped by rail prior to our arrival was rifled by organizations already at that location. It was impossible however to find persons guilty because of personnel being shuffled in and out almost continuously. For a period of about two weeks the organization was assigned to the 49th Wing for logistic support. However, since the majority of the equipment used by this organization was of a special nature, no stocks of parts were on hand and were almost 100% due out. It was also found that time delays were caused by having to comply with 67-1 and then further procurement of approval by higher headquarters. When supplies were received, the organization had already gone further north and no longer came under the support of the 49th Wing, consequently requisitions

SECRET

were cancelled by them and then the s ame procedure had to be started over at the new location. On arrival at Taegu this organization took over the operation of an AN/CPS-5 modified with AN/GPS-7A serial #19 and AN/CPS-4 serial #20 belonging to the 6132nd Tactical Control Group. An inventory was taken of the equipment and it was found that a large amount of shortages both in parts and major components existed. This was reported to group Headquarters. Parts of two AN/TPS-1B's, one AN/TPS-10A and BN-2 were also left. These were turned in on disposition notices from FEAMCOM. During the period at Taegu the modulator in the AN/CPS-5 burned out. Emergency requisitions were hand carried to FEAMCOM, but parts were not available there. Neither was it possible to get a replacement modulator MD-102/GPA-7A. The location of the site was on a mountain and in order to get materials up to the site several steep grades had to be climbed by trucks. This brought out weaknesses in trucks, vehicles, brakes, cluthc, transfer cases and rear ends. The trucks soon became vertible wrecks and caused unlimited amount of repairs and parts. Most of the major assemblies had to be obtained in Pusan since ordnance facilities in Taegu had moved forward. This caused considerable delay in repair of v ehicles and placed the burden of 3rd and 4th echelon on the organization. This placed organizational maintenance at a practical stand still since they were mostly engaged in 3rd and 4th echelon repairs.

CHAPTER IV

OPERATIONS AND TRAINING

Operations, this unit, ceased 1100 hours 19 July 1950 at Shaw AFB SC for movement overseas. Destination at time of move was classified, however, Pusan, Korea was port of Debarkation. On 15 October this unit assumed control of a radar station, formerly manned by 6132nd TCG, located west of Taegu, Korea. Operational equipment consisted of one CPS-5, one CPS-4 radar sets. The CPS-5 had been modified with moving Target Indicator. Immediately six channels of VHF were installed, one FM Channel one HF channel and land line from site switchboard to TACC. 24 hour operations went into effect immediately. The location of the CPS-5 being an approximately 900 foot hill caused the range to be cut to approximately 60 miles, with mountains surrounding the site the Ground Clutter was from 30 to 50 miles. At no time did the MTI function as designed. A Philco Technical Representative was present and could not make the MTI fully operational. This unit had three radar officers and ten radar mechanics. None were familiar with MTI. Plots were sent to TACC located in Taegu. The only mission was to check in and out any aircraft in the area. TACC had control of identification and monitored ten channels of VHF ten miles from the TADC. Upon the TACC moving to Seoul, Korea the Senior Controller this unit contacted all flying squadrons at K-2 airfield (Taegu) and made arrangements for all aircraft to call TADC upon take off and check in upon return from mission. This gave the TADC a chance to use VHF only. The CPS-5

did not pick up many targets so no radar position could be given. The VHF operation did not accomplish anything because by the time the aircraft had given the TADC the mission, he was within VHF range of TACC and had to repeat same information to TACC. Usually this was accomplished prior to the TADC notifying the TACC by HF. On very few occassions were any plots passed to TACC at night since the night frequencies assigned were not suitable. When the CPS-5 modulator (see radar report) burned out an AN/TPS-1B was put into operation with a 12 inch PPI. Operations went on as usual.

CHAPTER V

COMMUNICATIONS AND RADAR

On 6 July 1950 all 953's assigned 606th Aircraft Control and Warning Squadron except 1 and 1 OJT 953 were transfered out. On 8 July 1950 the 606th Aircraft Control and Warning Squadron stationed at Shaw Air Force Base, South Carolina received verbal orders to dismantel all radar equipment then in use and prepare for shipment all TO&E items of Radar equipment and spare parts. This presented an erroneous task. First one AN/TPS-1B and an AN/TPS-10A which was being used by the North Carolina National Guard had to be called in. The next problem was packaging material to crate that type and amount of equipment was not available and had to be put on an emergency requisition and brought in by the Squadron. The type of c rating to be done was not defined by higher authorities there for to save material, items were crated to prevent damage in handling only. Approximately fifty per cent of the crating had been completed when definite instructions were received to crate all equipment for over seas shipment. Due to this it was necessary to uncrate all that had been crated and procure water proofing materials etc., and start over. Crating and loading was completed on 26 August 1950. Orders were received 22 August 1950 directing overseas shipment to Pusan, Korea. The equipment was rail transported to New Orleans, Lousiana and there loaded for overseas shipment. The equipment arrived on or about 4 October 1950 at Pusan port where it was unloaded and all crates were taken to a school house West of Pusan and unloaded and seggreated.. One MPS-5 and one CPS-4 (with all equipment) was taken to a mountain top south West of Pusan and put into operation. The remainding

radar equipment was stored in Pusan. The AN/TPS-1B were left to be modified for MTI by teams made up of RCA Technical Representative and Air Force personnel. Two 0110's and one 953 and one OJT 953 were left in Pusan to maintain this equipment. The remainder of the Squadron was transferred to Taegu, Korea starting 11 October 1950 and completing 15 October 1950. On arrival in Taegu 10 953's were assigned this organization and the equipment which the 6132nd already had in operation on a mountain of Taegu was taken over by this Squadron. This equipment consisted of one AN/CPS-5 with an AN/GPA-7A modification and one AN/CPS-4. Due to the shortage of MTI parts it was practically an impossibility to keep the AN/CPS-5 in operation. When the modulator unit of this set burned out neither parts to repair this unit nor the complete unit could be procured, even from the ZI. An AN/TPS-1B was substituted for this set and a plan 12 indicator was remoted to the AN/TPS-1B.

From the 1st of August 1950 to 26 August the Communications section was busy crating and packing its equipment in preparation for unit movement to an unknown destination. Due to the great amount of equipment this section is authorized, work was only completed by working long hours seven days per week. On 27 August after all equipment was loaded aboard a train, the personnel was loaded aboard and proceeded to Camp Stoneman, California. The personnel authorized to be taken by this section was only 2/3 of the number as authorized by T/O&E. We were particularly short in SSN 759 and 648. An overage in SSN 766 and 237 was included in personnel included in the shipment, this shipment being designated 2989-C for this squadron. We arrived at Camp Stoneman on

the 31st of August 1950 where processing for overseas shipment was concluded. The equipment of this section was shipped by train to New Orleans where it was loaded on ships for our overseas destination. We left Camp Stoneman California on 8 Sep 1950 bound for Pusan Korea, arriving 23 Sep 1950. Equipment arrived about 4 days later and was transported from the ships to our compound located 6 miles from Pusan. All equipment arrived in excellent condition at Pusan. On 11 Nov 23 were ordered to Taegu, Korea completing the organizational move on 15 Nov. This section was committed for operation of six channels of VHF. One channel of HF for the TADC. In addition one channel of HF was used for administrative communications for contact with our group Headquarters. One SCR-575, VHF/DF, was operated near the TADC at Taegu. This D/F station operated on two channels of VHF, and was used a great deal by aircraft in need of steers. This station saved approximately twelve aircraft from almost certain destruction during the four weeks it was in operation. These aircraft were lost and declared an emergency when calling for s teers. About this time this section was brought up to strenght th in personnel but not as to SSN. This section now numbered 79 Airmen.

CHAPTER VI

FACILITIES

Upon being alerted for overseas movement the first thing done was submit requisitions for automotive spare parts and major items for field maintenance. Two men worked for four days typing requisitions. Work was immediately started on the preparation of vehicles for overseas shipment. All markings except weight class were completely obliterated from all vehicles. Stencils were made for marking vehicles with the squadron shipment number (2989-C), package numbers, designated in T/O&E by teams with numbers from one (1) to one-hundred twenty-four (124) and four different sizes of the National Symbol, (a white star painted on the front, rear, both sides and top of all vehicles). Thirty-seven (37) 2½ ton 6x6 cargo trucks were completely processed for deck loading, and the remaining vehicles were prepared for hold loading. The cooling systems of all vehicles except those prepared for deck loading were protected to -10°F. After all vehicles and motor pool equipment departed Shaw Air Force Base they arrived at the port of Pusan, Korea at which time motor pool personnel worked continuously until all vehicles were serviced and made ready for immediate use. Only one vehicle required major work while in Pusan. An engine and a transmission was replaced in a 2½ ton 6x6 cargo truck. After all squadron equipment was received in Pusan it was truck loaded and transported by motor convoy to Taegu. Two mechanics remained in Pusan with the twenty-four (24) vehicles left with the rear guard, and the remaining seven mechanics went to Taegu with one-hundred (100)

vehicles. Upon arriving in Taegu, Korean personnel were hired to assist the mechanics in keeping the vehicles operational and for repairing tires. During the month of October approximately eight (8) third echelon job orders were completed by 606th motor pool mechanics.